

**CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE
PEORIA CITY HALL
8401 West Monroe Street
Peoria, Arizona 85345**

November 23, 2004
MEETING MINUTES

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Peoria City Hall – Pine Room, 8401 West Monroe Street, Peoria, Arizona on November 23, 2004 at 6:00 p.m., with Chairperson Roc Arnett presiding.

Members Present:

Roc Arnett, Chairperson
Dwight Amery, Member-at-Large
Jim Lykins, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3
George Davis, Maricopa County District 4

Members Absent:

Terry Rainey, Maricopa County District 1
Benjamin M. Bethel, Maricopa County District 5

Others Present:

Perry Powell, ADOT
Elizabeth Neville, ADOT
Chris Dimitroplos, ADOT
Kwi Kang, ADOT
David Moody, City of Peoria
Bob McKnight, Citizen
Patricia Hickson, Westbrook Village
Jackie Lundblad, Citizen
Parmesh Khamre, M. D.
William C. "Blue" Crowley, Citizen

Bill Hayden, ADOT
Dan Lance, ADOT
Sandra Quijada, ADOT
Pat Dennis, Councilmember
David French, URS Corp.
Joseph B. Ryan, Citizen
Dianne Barker, Citizen
Edward Johnson, Citizen
Vic Pilar, Citizen
Judy Tucker, Citizen

1. Call To Order:

Chairperson Arnett called the Citizen's Transportation Oversight Committee meeting to order at 6:00 p.m. He thanked the City of Peoria for their hospitality and use of their facility.

2. Approval of Minutes, September 14, 2004:

Chairperson Arnett called for a motion. Ron Gawlitta moved to approve the minutes of the September 14, 2004 meeting and Jim Lykins seconded the motion, passing unanimously.

3. Welcome:

Councilmember Pat Dennis welcomed the Committee to Peoria. She said they worked diligently on Prop. 400 and are very happy that it passed. She stated they are in the middle of reviewing the city's transit needs beyond those addressed in Proposition 400.

4. Staff Report:

Bill Hayden, ADOT, reported the following information:

- The State Auditor General's office has informed us that an auditing firm has been selected. The name of the firm is Sjoberg Evashenk Consulting, L.L.C. and they will be here December 6, 7 and 8. We will coordinate meetings with the auditing staff and representatives from the State Auditor General's office to review the scope of the performance audit.

Mr. Hayden made a Power Point presentation concerning Phase I of the FY 2006-2010 Regional Transportation Plan. The most significant issue in terms of Maricopa County's transportation picture since 1985 was the vote earlier this month to approve Proposition 400. ADOT and MAG staffs have cooperatively developed a four-phase plan, with Phase I identifying the projects that can be accelerated. Three management consultants will be selected to study the various geographic areas and one of those three will be selected to have oversight responsibilities over all other consultants. The Engineering Consulting community to accelerate the completion of design plans to allow the projects to move forward and, through bonding, facilities will be constructed as soon as possible. A refined version of the Life Cycle Program process used for the past ten years will be used. The program has proven to be very beneficial, keeping all interested parties apprised of the status of projects and where, when and how funds are spent. Existing corridor widening and improvement projects will add about 85 miles of new freeway construction, another 37 miles of HOV lanes will be added, 19 additional miles of HOV and general purpose lanes will be added, and four new traffic interchanges and an HOV connection between SR 51 and SR 101 Loop are proposed. In addition to those projects, various multi-phase construction projects will add another 23 miles and 27 miles of new right-of-way will be acquired. To augment the construction phases, approximately 50 miles of new planning projects are proposed. Serious consideration was given to our ability to deliver the projects included in the first phase of the program, which has an estimated cost of \$2.4 billion. The rubberized asphalt program has addressed a significant environmental and acoustical need in neighborhoods close to freeways. The new program will add 38 additional miles to the rubberized asphalt program, completing almost the entire existing concrete pavement. The program also sets aside \$279 million to improve maintenance and litter control along the freeways.

The following questions and comments were made:

- Mr. Gawlitta said he was opposed to Proposition 400 because of the way funds were allocated and because it failed to consider alternatives to light rail, including an elevated monorail system.
- Mr. Davis said, regardless of political persuasion, Proposition 400 has passed. He stated the east, west, south and north sections of the county are represented

- in the plan. He said development occurring throughout the valley has to be tied together by a network of roads and it is up to CTOC members to see that that occurs. He expressed his opinion that Maricopa County needs better public transportation, stating that is what Proposition 400 strives to provide.
- Chairperson Arnett suggested as the Committee moves forward that it address accountability and performance issues brought up during the election. He said consideration should be given to the formal implementation of accountability and performance standards.
- Joe Ryan, citizen, spoke about a situation in which he was involved wherein he re-wrote a chart of accounts so as to provide for accountability. He suggested the Committee look at its financial chart of accounts.
- William "Blue" Crowley addressed the Committee. He asked Mr. Hayden to explain the Committee's role in Proposition 400. Chairperson Arnett stated the Committee's role has not been fully defined as yet.

5. Update on Loop 303:

David French, U.R.S. Corporation, stated Loop 303 is one of the major portions of the new program funded by Proposition 400. Much of the 40 mile segment is under study and preliminary design development and the portion from Happy Valley to I-17 ties into the four lane divided section that the county constructed in August 2004. The initial Design Concept Report has been completed for this segment and the Environmental Assessment has been drafted. A public hearing is anticipated for February and the Environmental Assessment and Design Concept Report should be completed in April. The connection from the Loop 303 to Carefree Highway is included in all of the planning efforts and they are studying a long-term future extension up to I-17 north of New River. The initial Design Concept Report for the segment south of I-10 to US 60 was completed in late-May 2004. The county ran out of funds and the project was on hold until Proposition 400 passed. ADOT and the county now have funds and they expect to restart the study process and complete the environmental assessment. The hearing on this portion will likely be held in July 2005 and the process should be completed in October. This section is expected to cost \$700 million. The plan calls for this segment to be built with two lanes in each direction during the first five years. With regard to the west section, three lanes in each direction and all of the interchanges will be built with initial construction.

The following questions and comments were made:

- In response to Chairperson Arnett's question, Mr. French reviewed which interchanges will be at-grade versus overpasses.
- Mr. Gawlitta asked for confirmation that Lake Pleasant Road to New River is planned for 20 years out. Mr. French stated it is not part of the current MAG plan or Proposition 400. Mr. Gawlitta commented traffic coming down I-17 needs an alternative because Anthem traffic is so congested. Mr. Lance said they are studying the New River spur alignment as part of the Loop 303 corridor study for long-term planning purposes. Mr. Gawlitta expressed his opinion they should consider constructing the Loop 303 reliever soon.

6. Status Report on SR 85:

Christ Dimitroplos, ADOT Project Specialist, explained SR 85 connects I-8 to I-10. They

began aggressively designing SR 85 in 2000 which, at that time, was a two-lane, two-direction roadway. The intent was to build a four lane, divided facility to full interstate standards. Twelve interim projects, designated by MAG, went to serve the traveling public. When completed, the 37 mile facility will allow commuters to bypass the City of Phoenix and continue on their route to Yuma and/or California. MC85 to the Gila River segment completed the first southbound ultimate frontage road and opened in the spring of 2003. The Lewis Prison TI project served the largest state penitentiary in Arizona and was soon followed by Projects 3 and 8. Project 4, which goes through Buckeye, will be completed in two phases and Projects 5 and 7 will occur in FY 2006 and 2007, respectively. Project 9 and MP 123 south of Project 9 are being re-evaluated and restudied in pre-design. All projects south of MP 123 are being partnered with the Town of Gila Bend and Design Concept Report will be completed in the summer of 2006. Shortly thereafter there will be a schedule for reprogramming Projects 9, 11 and 12. Project 10, or the MC85 interchange will be programmed in FY 2009. It is the second TI to make the interim MAG list of priority of projects. By the end of this fiscal year, more than 20 miles of divided roadway will be available on SR 85. Projects 3, 6 and 8 as well as Project 44, a drainage and utility project, are currently underway.

The following questions and comments were made:

- In response to Chairperson Arnett's question, Mr. Dimitroplos explained north of the river they are building the ultimate frontage roads, therefore, they will have semi-controlled access.
- Chairperson Arnett asked if the accident and death rates have dissipated since construction has taken place. Mr. Dimitroplos said two factors have helped to reduce that ratio; much stronger enforcement by DPS and the MAG priorities being assigned to incorporate the worst ratios.
- Mr. Dimitroplos noted HES safety funding has been received on several different locations along SR 85.
- Chairperson Arnett commented on Mr. McGee's efforts to find extra funds.

7. Status Report on US60, Grand Avenue Update:

Perry Powell, ADOT District Engineer/ Phoenix Construction District, stated in late 2002 they completed projects on US 60 between Beardsley and 203rd Avenue, with the rest of the roadway to Wickenburg completed in May 2003. In 1997 a MAG Corridor Study concluded improvements in the corridor between Phoenix and Surprise should focus on the segment between I-17 and the Loop 101 and identified eight intersections to be modified; Grand at 27th Avenue, Loop 101 and Grand Avenue, 51st Avenue and Bethany, 43rd Avenue and Camelback, Maryland and 55th Avenue, Olive and 75th Avenue, 67th Avenue and Northern, and Glendale and 59th Avenue. All of those projects are either completed or advertised at this time. The loop connections to the Loop 101 were completed in October 2002 and the Thomas and 27th Avenue was completed in July 2003. Olive and 75th Avenue was completed in July 2004 and Maryland and 55th Avenue is complete at this point. Substantial completion of Glendale and 43rd and 51st and Bethany are in late-November. The 59th Avenue and Camelback project is estimated at 425 calendar days and Grand Avenue will be closed for about one year. A pavement preservation scheduled to occur next spring will rehabilitate the pavement between 27th Avenue and 75th Avenue outside the areas of the new interchanges and a third lane will be added in each direction in the area from 83rd Avenue to just past the Loop 101.

The following questions and comments were made:

- Mr. Powell confirmed for Chairperson Arnett that the entire segment of Grand Avenue from 27th Avenue to 83rd Avenue will be completed by April 2006.
- Mr. Davis asked if any consideration has been given 99th Avenue and Grand, 103rd Avenue and Grand, or 107th Avenue and Grand. Mr. Lance explained MAG completed a two year study about one and a half years ago of the segment of Grand Avenue from the Loop 101 to the Loop 303. A number of changes have been incorporated to some extent in the Regional Transportation Plan and funding has been allocated for the Grand Avenue corridor. Some specific improvements still need to be studied to determine which will take priority, but there is funding to widen Grand Avenue to three lanes in each direction from the Loop 101 to the Loop 303. We have identified access to the hospital as a local issue, therefore, local funding will be required.
- Ron Gawlitta asked why intersections have to be studied for two years. Mr. Lance explained the study process is guided by both federal and state law and is quite complicated. Stringent public involvement requirements have to be met, requiring extensive public hearings and opportunities for input.

8. Call to the Public:

Dianne Barker, citizen, noted she took the Grand Avenue limited bus to the meeting and arrived from the capitol area in about 30 minutes. She encouraged the Committee to give consideration to what the current public transit system does right. She reported MAG's air quality modeling paper says the average speed in the HOV lane is 60 miles per hour, while the average speed the other lanes is 57 miles per hour. She commended the Committee on their last set of minutes, stating it almost captured her comments verbatim. She said, however, she feels the Committee should have had a citizen process in place tonight with regard to Proposition 400, wherein members of the public could have stated their complaints or suggestions on freeways and transit. She said the whole thing is dependent on the Chair accepting and taking their complaints to ADOT and MAG. She stressed that every citizen that addresses the Committee is Chairperson Arnett's boss and, as his boss, she would like CTOC to make the establishment of a good process for moving citizen comments to ADOT and MAG a priority. She said she would also like the Chair to ask MAG on which projects will they get 2005 emissions credit, noting it looks as though \$240 million has been allocated for the last six years.

David Moody, Director of Engineering, City of Peoria, thanked the Committee for their efforts on Proposition 400. He reported the City of Peoria has been working with the City of Glendale and Maricopa County on the Northern Avenue Parkway and have been anxiously awaiting the passage of Proposition 400 to begin the Advanced Design Concept Report. He stated the Northern Avenue Parkway is a Phase I project in Proposition 400, noting they have already started the Design Concept Report and held one public meeting. He said another public meeting is scheduled for December 2 and their goal for this year is to do 30 percent plans. He stated Lake Pleasant Parkway, which is in Phase II, and Happy Valley Parkway, which is in Phase IV, are or will be under partial construction by the end of this year. Peoria understands it is just one part of the larger picture and that some projects they are currently working on will not be refunded for 15 years.

William "Blue" Crowley, citizen, stated HB 2456 expressly states the Chair may consider questions brought up at this meeting and that the Committee deals with the questions. He noted the first project to be funded by Proposition 400 is located in the east valley. He said it is

also fascinating that in the early phase of the federal process it says this Committee works with MAG and ADOT to develop the plan and that the Committee's meetings are part of the process, yet when citizens ask to speak specifically on an agenda item, the Chairperson restricts their ability to speak to the public comment portion of the meeting. He asked Ms. Neville to accept his written comments on Proposition 400 and that the Chairperson and MAG respond to his comments prior to the next Committee meeting. He said he would like the Board and citizens to be briefed by staff at the Committee's next meeting as to its rights and responsibilities under Proposition 400. He said when citizens asked prior to the vote that they be allowed to discuss Proposition 400 before the Committee, the Chairperson said no. He stated the Chairperson now refuses to allow staff to brief the Committee.

Bob McKnight, citizen, stated ISO 9000 will replace "warm fuzzy feelings" with cold, hard facts. He said more information is needed on the South Mountain Bypass. He asked if Grand Avenue will be a limited access road when completed. He said the Committee needs to look at how they can widen the tunnel on I-10, but, in the interim, he would recommend they place signs at each end of the tunnel asking drivers to turn on their headlights. In response to Mr. Gawlitta's earlier question, he recommended they install a sign at New River suggesting travelers use the existing two-lane road as an alternate route to the west valley.

Joseph B. Ryan, citizen, said the interchange of Grand is too close to the wall in Sun City Wall and all left hand turns are underground with a stop light under Grand Avenue. He disagreed with the comment that the hospital access is a local issue; stating over one million people will be served by the Boswell and Del Web hospitals. He expressed his opinion access to those hospitals should be given top priority, pointing out an ambulance having to wait for a train could cost lives. He said when citizens have raised objections and concerns about future light rail expenditures, the Chairperson said, in effect, "Your three minutes are up" or "Thank you for your comments." He stated the citizens' objections have not been discussed, considered and voted upon during those or subsequent public meetings. He stated when citizens' objections concern federal funds, federal law requires the bodies to "consider" what has been said, even if the public in a meeting is one person. He said at public open houses and other marketing meetings the only light rail costs mentioned have been the capital costs. The \$2.3 billion budget for light rail in Proposition 400 is only for capital costs to complete the 57 miles of streetcar routes and capital equipment. The voters did not vote on monies to pay for any operating losses or future maintenance and overhaul expenses. He stated, if at a future date it is decided not to complete the 57 route miles, those capital funds must not be redirected to pay for any light rail operating losses or any M&O accruals, regardless of whether the Valley Metro Rail or some bankruptcy receiver continues to operate services over the route miles that have been completed. He asked the CTOC members to vote this evening to have the Chairperson place on the agendas of all bodies where he represents the citizens a motion that restricts the use of Proposition 400 funds strictly for capital expenditures. A written copy of his comments were submitted for the record.

9. Next Scheduled Meeting:

Tuesday, January 25, 2005

Chairperson Arnett noted he has a conflict on January 25 and would like to change the date of the next meeting.

10. CTOC Member Reports:

Mr. Gawlitta stated the intersection of I-17 and Loop 101 occurs at the same time the HOV lane closes, resulting in four lanes reducing down to three at the same time two more lanes come off the Loop 101. He suggested they look at extending the HOV lane past Deer Valley Road. Mr. Lance assured Mr. Gawlitta the issue is being addressed, explaining they have completed the Design Concept Report and Environmental Assessment for widening I-17 from the Loop 101 to the Carefree Highway. He stated the project is a high priority and is included in Phase I.

Mr. Gawlitta noted estimates out of Seattle call for the per passenger cost for the light rail system to be over \$20. He said they recently introduced a straddle rail monorail system with a projected per passenger cost of less than \$6. He stated the costs are predicated not only on the capital expenditures, but also maintenance costs. He thanked Mr. Ryan for his commitment to addressing transportation problems in the valley.

Mr. Ryan stated the diagram he submitted with his comments represents a depiction of how the I-17/Loop 101 problems could be addressed at a relatively minor expense.

Dwight Amery said he supported Proposition 400. He thanked staff, his fellow committee members and the citizens for the privilege of serving on the Committee.

Jim Lykins thanked the City of Peoria for hosting the meeting.

Chairperson Arnett noted he sent a letter to Victor Mendez and the State Engineer asking that the issue of performance measures and accountability issues be considered. He said the City of Phoenix fully intends to pay for the maintenance and operation of the light rail in their city, as do Tempe, Mesa and Glendale. He said, as a citizen oversight committee, it is incumbent upon CTOC to ensure that happens.

11. Closing comments and Adjournment:

Meeting adjourned at 7:50 p.m.